

233 South Wacker Drive Suite 800 Chicago, Illinois 60606

312 454 0400 www.cmap.illinois.gov

Regional Coordinating Committee

Minutes Wednesday, January 9, 2013

Cook County Conference Room 233 S. Wacker Drive, Suite 800 Chicago, Illinois

Committee Members Present:

Elliott Hartstein, Chair (CMAP Board), Frank Beal (Metropolis Strategies-CMAP Board), Pat Carey (Cook County-Economic Development Cmte.), Sheri Cohen (Chicago Dept. Public Health-

Human & Community Services Cmte.), Mike Sullivan

(Kane/Kendall Council of Mayors-Environment and Natural Resources Cmte.), Michael Gorman (President, Village of Riverside-CMAP Board), Al Larson (President, Village of Schaumburg-CMAP Board), Kimberly Flom (South Suburban Mayors & Managers Assoc.-Land Use Cmte.), Leanne Redden (RTA-Transportation Cmte.), Rae Rupp Srch (DuPage County-

CMAP Board)

Members Absent: Roger Claar (Mayor-Village of Bolingbrook-CMAP Board) and

Andrew Madigan (Mesirow-CMAP Board).

Others Present: Kristen Andersen-Metra, Bruce Carmitchel-IDOT, Mark Pitstick-

RTA, Tom Vander Woude-South Suburban Mayors & Managers

Staff Present: Randy Blankenhorn, Matt Maloney, Jill Leary, Patricia Berry,

Simone Weil, Garett Ballard-Rosa, Sherry Kane

1.0 Call to Order

Elliott Hartstein-Chair, called the meeting to order at 8:05 a.m., and asked committee members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes – October 10, 2012

A motion to approve the minutes of the October 10, 2012 meeting as presented made by Rae Rupp Srch was seconded by President Michael Gorman. All in favor, the motion carried.

4.0 Regional Coordinating Committee 2013 Meeting Schedule

In 2013, the Regional Coordinating Committee will meet on Wednesdays at 8:00 a.m., preceding CMAP Board Meetings of March 13, June 12, and October 9.

5.0 Metropolitan Planning Area Revision

Briefly, CMAP staff Patricia Berry reported that federal rules require the Metropolitan Planning Area (MPA) to include the region's urbanized area and any area expected to be urbanized within the next 20 years. The recent U.S. Census, Berry continued, had shown that two additional townships will likely be added to the MPA and the committee could expect staff to make a recommendation in March for the expansion.

6.0 Performance-Based Funding

CMAP staff Matt Maloney gave a brief update of developments since last October's joint meeting of the CMAP Board and the MPO Policy Committee when IDOT was requested to convene a state Technical Advisory Group for implementing performance-based funding and staff was directed to develop a methodology to prioritize regional projects. Maloney reported that performance-based funding will continue to be a priority for CMAP and staff is planning a campaign (similar to that of Congestion Pricing) to help the public understand the link of investment decisions to performance. Queried, Maloney added that the multi-year (2013-2018) program totals about \$9 billion. Also asked if this matter could be addressed legislatively, Maloney suggested the potential for a reintroduction of legislation may be forthcoming.

7.0 Regional Revenues for Transportation Capital Infrastructure

CMAP's Regional Tax Policy Task Force concluded its work in January 2012, CMAP staff Matt Maloney reported, and recommended that metropolitan Chicago follow the lead of other regions that have pursued regional revenue sources for regional capital investments and new transportation infrastructure projects. Staff spent a good amount of time analyzing potential regional revenue sources for our region, Maloney continued. Touching on the transportation system as key to the region's prosperity, declining resources, inadequate funding to bring the system to a state of good repair, transit capital funding not expected to meet needs, sporadic state capital programs funding, inability of federal programs to address funding gaps, Maloney reported that other regions have looked for regional solutions for funding transportation infrastructure. Maloney presented the results of staff's evaluations that were based on revenue potential and policy consideration and the pros and cons of each potential revenue source, including: an increase in the motor fuel tax, motor vehicle registrations and sales tax. Political acceptability and revenue stability were considered and illustrations were given to show how much funding could be generated with a \$.08 inflation-indexed regional motor fuel tax and a \$10 regional motor vehicle registration fee between 2014 and 2040. Further,

Maloney called attention to a Balanced Priorities scenario that would equalize transit and road funding and concluded the presentation describing value capture options and congestion pricing. Complimented on the presentation to keep momentum going, a suggestion that capacity for state or federal assistance will not come, the committee asked that CMAP consider the state of transportation relative to other regions and congestion/transit growth.

8.0 Industry Cluster Drill Down Report: Manufacturing

Garett Ballard-Rosa and Simone Weil presented preliminary findings from an upcoming report on the region's manufacturing cluster. Staff reported the various subcomponents of the cluster and surveyed challenges and opportunities in the areas of infrastructure, innovation, and workforce and discussed the role of manufacturing in the region's economy, what lies ahead for the next ten years, and efforts underway to better support manufacturing. Metropolitan Chicago's manufacturing cluster builds on the region's human capital assets and its geographic and transportation advantages, staff reported, and as in the greater economy, manufacturing output is highly diverse and dispersed through all seven counties. Also covered in the presentation was advanced manufacturing and how it fuels innovation in the region. To support increasingly advanced manufacturing across all its diverse industries, the Chicago region can draw on the same competitive advantages that fueled growth a century ago—economic innovation, infrastructure assets, and a deep pool of skilled workers—to thrive in a new manufacturing moment. Committee members were invited to attend the report release event on February 26 at Harper College where staff will present findings and a panel of experts will discuss the future of manufacturing in the region.

9.0 State Legislative Framework and Agenda

CMAP staff Gordon Smith reported on CMAP's 2013 State Legislative Framework document and State Agenda indicating that the focus of the documents relate to policy issues with a regional or statewide impact or those that could serve as precursors to broader issues and legislation. The principal change over last year's document, Smith continued, is the reordering of principles of the core issues of transportation, transit, and freight. Smith went on to say that the Framework document is a useful tool for staff to respond to and inform the General Assembly, the Governor, our partners of our priorities and includes 12 policy statements from GO TO 2040 recommendations to focus regionally and state-wide on the broad policy issues that are important to CMAP. Taken from the Framework document, Smith described specific issues related to the following initiatives that staff is or will be pursuing in 2013. Those include: CMAP funding, state fiscal health and tax policies, transportation investments and revenues, performance-based transportation funding, state/regional water planning and management, and transparency and accountability.

10.0 Other Business

On behalf of the RTA, Leanne Redden distributed a one-pager outlining the development of the agency's strategic plan. Christine Kolb announced the ULI-sponsored event Airports, Infrastructure Investment & the Building Environment. The half-day form was scheduled for February 8, 2013.

11.0 Public Comment

There were no comments from the public.

12.0 Next Meeting

The Regional Coordinating Committee meets next on March 13, 2013.

13.0 Adjournment

At 9:20 a.m., a motion to adjourn made by President Michael Gorman was seconded by Mayor Al Larson. All in favor, the motion carried.

Respectfully submitted,

02-13-2013

/stk

Approved as presented, by unanimous vote, March 13, 2013